



**Ford CAPRI 3.1-Litre CAPRI 3.1-Litre**

**Preis:** 49.000,00 € MwSt. nicht ausweisbar

**Details:**

<b>Referenz Nr</b>	<b>901638</b>
Standort	im Zulauf / in transit
Marke	Ford
Modell / Typ	CAPRI 3.1-Litre
Erstzulassung	02.08.1972
Abgelesener Tachostand	16.151 km
Getriebe	Schaltgetriebe
Karosserieform	Sportwagen/Coupé
Motor	138 kW (188 PS)
Farbe	gelb
Aufbau	Competition Saloon to 'RS' Specifications

**Ausstattung**

**Beschreibung**

Bei Rückfragen Tel. +49 551/820244! Farbe: gelb /grün, Sitzfarbe: Schwarz, 1972 Ford Capri 3.1-Litre Competition Saloon to 'RS' specification

Registration no. not UK registered

Chassis no. BBECMK38299

-Fully restored and built to 'RS' specification in 2017

-Build costs of over €70,000

-Not used since completion

-Suitable for Tour Auto, Tourenwagen Classics, Goodwood Revival, etc

-Belgian registration papers

Inspired by the success of the Mustang 'pony car' in the USA, Ford introduced the Capri - 'The car you've always promised yourself' - to the European market in 1968. Ford was pursuing a wide-ranging competitions programme at this time, and with its UK operation concentrating on developing the Escort for rallying and circuit racing, Jochen Neerpasch, head of the Motorsport Department in Cologne, was delegated to start work on the racing Capri. Known as the 'RS2600', this would be based on the

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Gassmann GmbH, 2024

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2600GT, Ford of Germany's top-of-the-range model at the time, although Cologne's first efforts involved modified 2300GTs. Equipped with Weslake-developed, fuel-injected engines and up-rated suspension, the first production RS2600s rolled off the Cologne production lines in September 1970, all left-hand drive and destined for sale in Europe.

In Group 2 racing trim the RS2600's Weslake-developed V6 engine was bored out to 3.0 litres and equipped with Kugelfischer fuel injection and dry sump lubrication, in which form it developed in excess of 320bhp. The suspension, brakes and wheels were up-rated appropriately and the bodywork lightened by the extensive use of glassfibre panels. A ZF five-speed gearbox was standard equipment on the racing RS2600; the LHD-only production version, which retained the 2.6-litre engine, having to make do with a Ford four-speed unit. On the racetrack, the RS2600's finest achievement came in 1972 when works driver Jochen Mass, later to enjoy a successful Formula 1 career, was crowned European Touring Car Champion at the season's end. These Capris were raced in all kinds of championships and events including the Le Mans 24-hour Race, the Spa Francorchamps 24 Hours, the Tourenwagen Meisterschaft, and Tour de France Auto.

The car offered here is an original V6-engined Capri with manual gearbox, which was delivered new in Europe in 1972. It was fully restored and built to 'RS' rally/race specifications in 2017 with build costs of over €70,000. Specification highlights include a wide body to 'RS' specification; lightweight 'RS' doors, bonnet, and boot; FIA-approved fuel tank; Heigo roll cage; period Corbeau racing seats; Plastic Performance windows; electrical on/off switch; brake servo; four new Cibié lights; new dual exhaust system; and new 235/50/13 Minilite wheels shod with new Avon tyres. The period-correct engine has been upgraded from 3.0 to 3.1 litres and develops around 185bhp.

Although never raced, this car is ready for immediate use in international events such as the Tour Auto, Tourenwagen Classics, and Goodwood Revival, etc.

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